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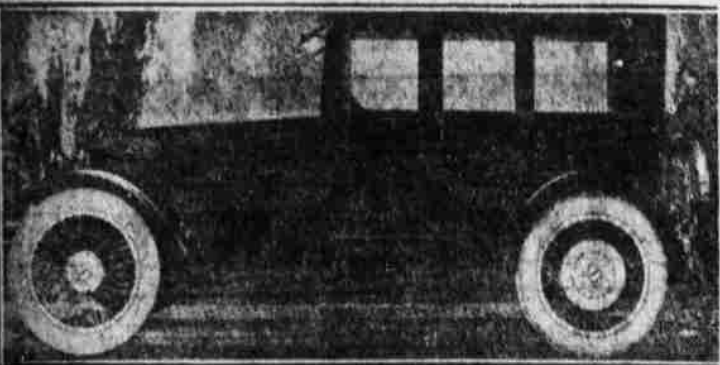
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Motor Hints

BY
ALBERT L. COUGH,
Editor Motor Service Review of
Reviews.

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WATCHING THE AMMETER.
Don't Make the Battery "Work While
You Sleep."

Important as it is to "keep tabs" on the ammeter while a car is in operation, it is perhaps even more vital to consult it when a car is to be left unused. Obviously, a car should never be put away with any waste of electricity taking place or exhaustion of the battery will result, unless the mistake is soon noticed and corrected. It should be borne in mind that the ammeter is not a gauge just as much a part of the "shutting down" procedure to see that the ammeter is at zero as it is to put the gears into neutral and to set the emergency brake. In most electrical systems, when the engine ceases to run the relay or reverse current cutout automatically acts to disconnect the generator from the storage battery, for if it did not a very heavy discharge current would flow from the battery through the generator. Occasionally, however, the relay fails thus to act through the sticking together of its contacts and unless the ammeter is noticed at the time and the significance of its heavy discharge indication perceived, this great volume of reverse current will soon discharge the battery completely and seriously damage it. Moreover, it is likely to burn out the ammeter—a rather expensive and annoying happening—and to overheat the generator, if not permanently injure it. In some systems the failure of the relay contacts to open may convert the generator into a motor and cause it to keep turning over, thus calling attention to the defect, but on most cars this will not occur unless the ammeter is noticed the abnormal condition will be allowed to persist until damage has been done. Not infrequently it happens that because of too close throttling or other mishandling, the engine happens to stall when a car is driven into its garage and when it does the ignition switch may very naturally not be thrown off and the ignition current may thus be left flowing for a period long enough to exhaust the battery. With most cars the habit of watching the ammeter will lead to the correction of such a mistake, the consequences of which are most annoying unless some automatic safeguard is in use. Failure to shut off lights and their burning overnight or even until they come to drain the battery, has been proved to be a less unlikely occurrence than one would suppose it to be. Driving into a well lighted garage and hurriedly leaving a car has often brought it about. However, if the "ammeter habit" becomes second nature, it acts as a check on this form of carelessness.



Mrs. E. L. R. asks: Is it any real advantage to keep the outside of an auto engine clean and free from grease and dirt? Is it detrimental to an engine to make a hill on "high" when the car pulls with difficulty? Do you advise using liquid cleaners? Does it injure an engine to race it?

Answer: It is well to remove all dirt and dust that can be by any possible work into any moving parts, and to keep all oil and grease off wiring and rubber water connections, but there is little advantage in going much further. It is injurious to the engine and to transmission parts as well to keep a car in high gear and under load when it is not running. A good carbon remover, if correctly used, often removes the effects of carbonization temporarily at least and may prevent or at least put off the necessity of more expensive treatment. Racing or running an engine idle at high speed is detrimental in that all the power it develops is expended in pounding out its heat and straining its parts instead of in performing useful work.

S. asks: What spare tire equipment ought I to buy to carry on a new car, that is just about to be delivered to me? I wish to avoid all unnecessary expense, but will wish to be reasonably prepared against emergencies.



Answer: The tires on this car being brand new and supposedly of good quality, there seems to be little likelihood of serious tire trouble for several thousand miles of running. Why don't you buy a second hand repaired casing, which you ought to obtain at a pretty low figure, put a first-class tube in it and carry it as a spare until your tires have run a few thousand miles. It seems hardly worth while to carry a new shoe as a spare with the certainty of its deterioration by age and the possibility of its being stolen until the tires on your car have seen quite a little service. A good used casing that has been passed upon favorably by a competent tire repairer, ought to get you home reliably in case you have a puncture repair outfit are good things to have on hand.

AUSTRIAN ROYAL GEMS
WILL SOON BE SOLD

VIENNA, Nov. 3.—The decision to sell the art treasures and historical relics of the former royal family of Austria is meeting strong opposition. The city council today passed a formal resolution of protest asserting that the movable objects retained would buy food for only a few months, while these articles are Austria's pride and inheritance.

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